Ontario

Ontario Highway Transport Board

ANNUAL REPORT

1984

ANNUAL REPORT

OF

THE ONTARIO HIGHWAY TRANSPORT BOARD

for the year ending December 31, 1984

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The Ontario Highway Transport Board pursuant to Section 28 of the Ontario Highway Transport Board Act, R.S.O. 1980, Chapter 316, begs leave to submit its twenty-ninth Annual Report upon its affairs to the Honourable the Minister of Transportation and Communications for the calendar year 1984.

Members of the Board:

G.C. Marrs	Chairman
G.J. Norton	Vice-Chairman
R.D. Sloan	Vice-Chairman
J.A. Wardrop	Member
J.M. Duncan	Member
E.J. Canning	Member
C.F. Bark	Member
M.H. Shecter	Member

To. The Honourable John Black Aird
O.C., Q.C., B.A., LL.D.
Lieutenant-Governor of the Province of Ontario

MAY IT PLEASE YOUR HONOUR:

The undersigned takes pleasure in submitting the Annual Report for the Ontario Highway Transport Board for the calendar year ending December 31, 1984.

Respectfully submitted,

Ed Fulton

Ed Fulton,
Minister

To: The Honourable Ed Fulton,
Minister of Transportation and
Communications

Sir:

I have the honour to present the report of the activities of The Ontario Highway Transport Board for the calendar year ending on December 31, 1984.

Respectfully submitted,

G.J. Norton,
Acting Chairman

1984 ANNUAL REPORT OF THE BOARD

EXECUTIVE

Mr. George C. Marrs, Chairman since April of 1983, reached official retirement age in November. He was the first Secretary when the Board was formed in 1955, and subsequently became a Member and Vice-Chairman. He was terminally ill at the end of the year.

ADMINISTRATION

Continuing efforts were made to modernize internal systems, upgrade the training of support staff, and create new procedures to ensure the finest possible levels of service to the regulated industries and the public. Additional automated equipment was introduced to provide increased access to the Ministry of Transportation and Communications main computer at Downsview. Preparations were completed which will enable electronic transfer of licence and certificate data between the Board and the Ministry.

PUBLIC INFORMATION

Additional members of the staff were dedicated to duties at the public counter to improve service and efficiency. Booklets to assist applicants regarding the application process, wording, and procedures before the Board continue to be invaluable. Copies are available without charge.

POLICY DEVELOPMENT

Policy Hearings

As in previous years, hearings for Class 'R' licences were grouped in the Spring and Fall. Data and information is provided to the Board concerning availability of dump vehicles and anticipated demand for services. It is still evident that a high level of dormancy in vehicles authorized exists across the Province. Leasing of licences from operators with excess capacity to unlicenced vehicle owners is a developing problem which has been spawned by the high dormancy rate. The Board once again recommends that a plan and formula be devised to resolve the dormancy problem.

CANADIAN CONFERENCE OF MOTOR TRANSPORT ADMINISTRATORS

The Board continues to participate in the developmental work of the Conference and is a major contributor at meetings dealing with regulatory reform, legislation and policy issues. A great deal of progress has been made, in co-operation with other jurisdictions, in the development of national positions regarding reform and re-regulation issues.

TRANSPORTATION POLICY

Public Vehicle Tariffs

The Minister of Transportation and Communications refers new or revised public vehicle tariffs to the Board in order that public hearings may be held and a report made to the Minister. Only school bus home to school trips and charter trips are exempt. Matters considered include salaries and wages, vehicle replacement, maintenance, operating and fuel costs.

Commercial Motor Vehicle Leases

In 1982, the Board discontinued the practice of determining the legality of leasing arrangements involving commercial motor vehicles. A process was subsequently implemented by

the Ministry whereby any holder of an operating licence wishing to lease a commercial motor vehicle may make application to the Carrier Licensing and Information Office for a vehicle licence.

U.S. Freight-in-Bond Movements

American for-hire carriers, transporting freight-in-bond have been authorized to operate through Southern Ontario between the States of Michigan and New York for a number of years under the terms of a Class 'L' operating licence. Complimentary I.C.C. authority was a pre-requisite. Permits were required for each move at a cost of $20.00 which exempted the vehicle from operating licence requirements. Ontario registration fees and fuel tax movements were restricted between specific boundary points and over specific routes.

Ontario has negotiated bilateral registration reciprocity agreements with 38 U.S. jurisdictions, including Michigan and New York. Therefore the need for Class 'L' permits has gradually lessened, but the need for an operating licence remains the same. A new class of licence has been introduced – the Class 'Y' – which authorizes unlimited operation of a commercial motor vehicle transporting freight-in-bond between the same points and over the same routes. There is an annual fee of $50.00 for each vehicle.

Carriers based in a jurisdiction which does not have a vehicle registration reciprocity agreement with Ontario are required to purchase Ontario registration for each vehicle listed.

Intercorporate Private Trucking

Introduced in 1982, intercorporate trucking was introduced to permit corporations with a 90 percent common level of ownership to transport each others goods for compensation without a public commercial vehicle operating licence.

Certificates of intercorporate trucking exemption have been issued to 158 Canadian and U.S. corporations involving a total of 750 subsidiaries.

The program has been monitored since implementation to determine the impact on both intercorporate and for-hire carriers. The committee responsible to the Minister for monitoring has found difficulty in identifying any major impacts as apparently the short period of time since the legislation was introduced, and the depressed level of the economy, has limited the number of major intercorporate trucking implementations. Some of the smaller firms, however, have achieved significant benefits while larger companies appear to be using the privilege to make incremental improvements in their distribution operations. The committee – comprised of Board and Ministry staff members – has been unable to identify any negative impacts on for-hire carriers. It has been determined that intercorporate trucking remains an undeveloped practice in Ontario, and as a result a definitive assessment of its impact cannot be made at this time.

P.C.V. Act Review

The Implementation Steering Committee was formed to expand the work commenced by the Public Commercial Vehicles Act Review Committee and to implement the reforms outlined in their report: "Responsible Trucking". Mr. George C. Marrs, Chairman of the Board, was a member of the I.S.C.

The basis of the proposals is that emphasis should be on performance rather than entry controls, and stresses that the new Act should ensure an effective highway goods movement system based on effective competition. Principles of fairness, simplicity, participation in the local economy by all carriers, and controlled change to allow participants time to adjust are considered essential. Under the new Act, it is proposed that the test of public necessity and convenience be replaced with a fitness test. The tests will examine competency, the operational and financial fitness of the applicant, and are designed to ensure the applicant is prepared for the responsibilities and risks of the planned operation.

To carry out the many facets of the proposals, a number of committees were formed in 1984. They included the Licence Rewrite Commission, and the Rates, Enforcement, Competency and Agency Reform Committees. With the exception of the Agency Reform Commission, all others were scheduled to report in the Spring of 1985. At least one member of the staff of the Ontario Highway Transport Board is on each of the committees with the exception of the Licence Rewrite Commission.

The mandate of the Rates Committee was to determine the future of rate filing, collective rate-making and the operation of tariff bureaux. The Competency Committee was asked to devise a plan which would provide for the education, examination and certification of persons wishing to obtain a public commercial vehicle operating licence. A competency certificate is to be a pre-requisite. The Enforcement Committee examined all aspects of the enforceability of current and proposed legislation and is to make recommendations particularly with respect to the proposed Commercial Vehicle Operator Registration plan; owner/driver problems; and single source leasing. Finally, the Agency Reform Committee was to examine present and proposed Board functions including. the Board as a licensing agency; as a Court, as a review agency; and as an arbitration agency; and to make recommendations respecting Board functions relating to fitness and market tests.

The Board, the trucking industry, representatives of manufacturing and shipping interests and government officers are working together to ensure that the new Public Trucking Act will be fair to all and designed to foster the development of a profitable, responsible and efficient highway transportation system.

Public Vehicles Act Review

In September of 1982, a Bus Committee was created by the Minister to provide a forum within which policies related to inter-city bus operations and regulations could be formulated for his consideration. The Chairman of the Ontario Highway Transport Board is a member. In addition to affected M.T.C. offices, there is also representation from other ministries, and from consumers and carriers.

The main focus over the past two years has been to find a way in which essential transportation services can be maintained in rural areas. Ties between charters and line runs allow for unprofitable or marginal line runs to be cross-subsidized by charter operations. That notwithstanding, line run carriers are finding it more and more difficult to maintain existing line run service.

Much of the work of the committee has revolved around the problems which might accompany the separation of line run and charters. While the present position is that ties should be strengthened, there should be provision for "charter only" licenses in those cases where they will not undermine the provision of viable line run services. The Board will also have a more pro-active role as any such regulatory system will involve more stringent entry, performance and exit controls.

Bus-rail relationship is another issue facing the committee. The heavily subsidized Via-Rail competes with the unsubsidized inter-city bus industry to the disadvantage of the latter. Via has received a strongly worded letter from the Minister regarding Via's pricing policy. The concern is to ensure the continued viability of bus services in the major corridors which cross-subsidize the less viable feeder services.

Pupil transportation is also a major issue under review at this time. It has been recommended by the Ontario Motor Coach Association that school bus licensing be removed from the Act, and that charters flowing from such licences be restricted to schools/school boards with whom the carrier has a contract.

In January of 1984, those related issues were referred by the Minister to the Ontario Highway Transport Board for a formal review and report. School Bus Operators, school board

officials, as well as the Ontario Motor Coach Association made formal representations at the hearing. The recommendations coming out of the hearing essentially agree with the O.M.C.A. position, but have yet to be approved by the Minister.

Finally, the issue of municipal transit charters is one which has been under extensive review. The industry recommendation is that provincially subsidized municipal transit operations should not be allowed to compete in the inter-city charter market. The Minister has agreed in principle with this recommendation. Ministry staff are currently reviewing the overall issue of the role of urban transit operators in the Public Vehicles sector.

International Transborder Trucking

The Ontario Highway Transport Board conducted hearings in 1983 to determine if a major shift in the balance of trade in trucking services was likely, and what effect such a shift would have on the trucking industry and the service to Ontario shippers, receivers and consumers.

It was noted in the Board's report that there is substantial excess capacity in the trucking industry and profits have shrunk; the industry as a whole is financially stretched – especially the larger carriers. U.S. carriers are in better financial shape, and their bigger ones dwarf their Canadian and Ontario counterparts.

The Board's report concluded that information available on the trucking industry in Canada is fragmented and unco-ordinated, and recommended that steps should be taken to improve and upgrade the flow of vital information needed for effective strategic planning and public policy information.

The Government considered the Board's report, and in the summer of 1984 issued a Statement of Government Policy on International Transborder Trucking. That policy states:

The Government has considered the Board's report which outlines the concerns of a number of parties submitting briefs to it. The Government has also considered the current climate of international trade with the United States as well as representations from the federal minister responsible for this area.

In stating its policies on this matter, the Government wishes first to reaffirm certain basic principles, including;

1) that nationality of ownership and/or domicile of trucking companies are not now nor should become criteria for decision making concerning the entry, expansion, or acquisition of trucking operations in Ontario,

2) the Board direction for trucking regulatory reform in Ontario is as set out in the document "Responsible Trucking" and as currently being implemented with a target date of January 1, 1986,

3) the Ontario portion of extra-provincial (including international) trucking operations should continue to be regulated in essentially the same manner as intra-provincial operations.

Within the framework of these principles the Ontario Government recognizes that trucking must be regarded as a service to the economy of the province and that international trucking is an increasingly important aspect of international trade. Increased participation in the international marketplace by Ontario industry and manufacturers will be of benefit in terms of increased employment opportunities.

In this regard, the Ontario Government is strongly committed to the principles contained in the five-point agreement on international trucking between Canada and the United States. Under this agreement both sides subscribe to providing full, fair and equitable opportunities among truckers from both countries to compete for the carriage of international traffic. Also included is a

commitment to improving the flow of commerce, and to investment policies that will favour economically efficient competition.

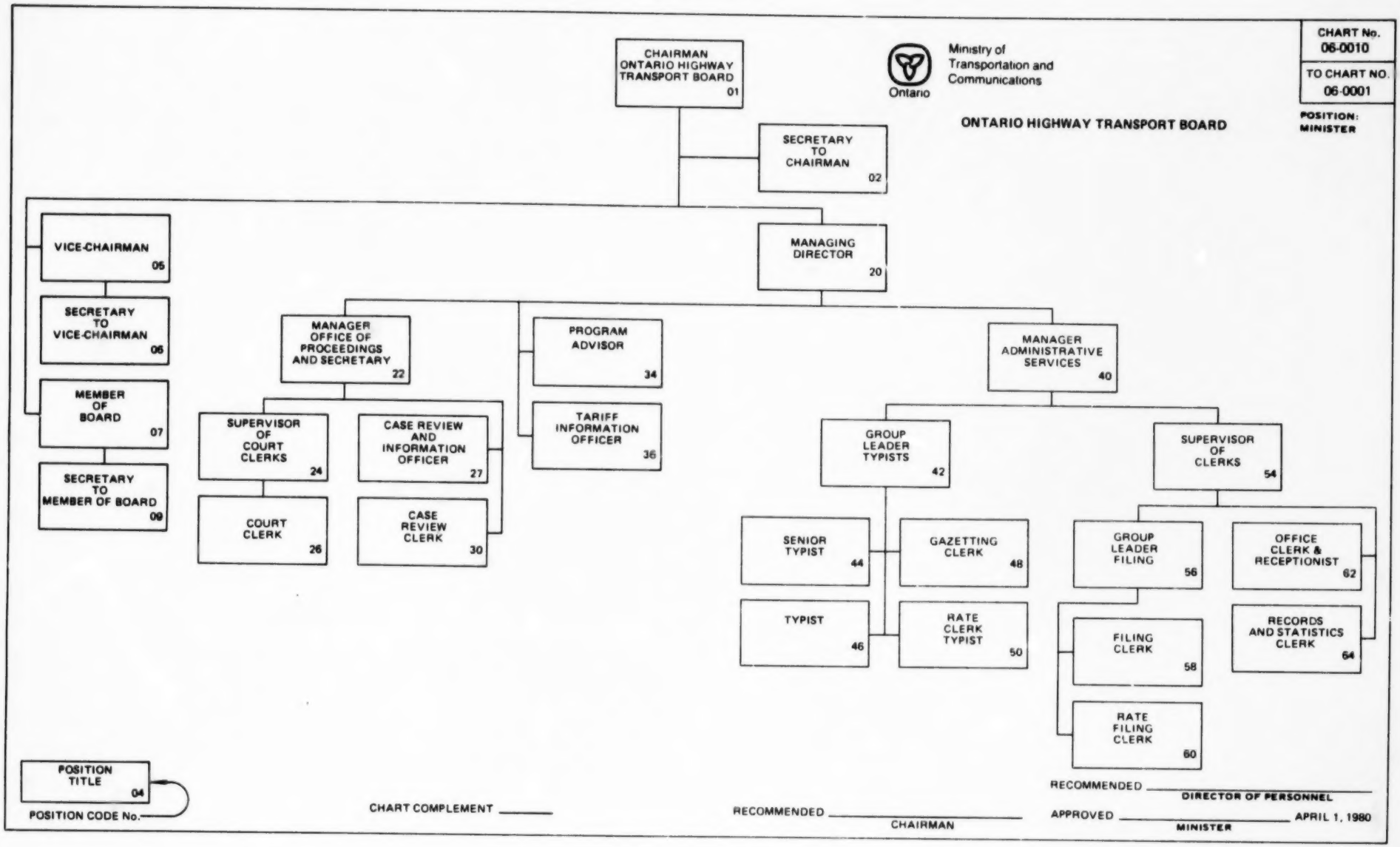
The Government also recognizes the concerns of Ontario carriers that the relatively large scale of many U.S. trucking companies and their large market base in the United States gives them an advantage, especially in the short term, which would be difficult for Ontario carriers to adjust to, much less overcome. In fact the five-point agreement speaks to this problem in its concern to identify and avoid any major shift in the balance of trade in trucking services.

The Government believes that the new regulatory environment outlined in "Responsible Trucking" should provide an appropriate longer term method of balancing these adjustment concerns within the overall objective of supporting international trade. The primary consideration is therefore to ensure that such a balancing of concerns takes place in the period prior to the full introduction of the new regulatory reforms.

The Ontario Government has, therefore, adopted the following interim guideline in addition to existing guidelines:

> In considering applications for international operating authoritiies, or transfers of existing authorities, the Ontario Highway Transport Board will pay particular attention to:
>
> - the importance of international trade with the United States,
>
> - the importance of single line service options to Ontario shippers;
>
> - the need and desires of shippers and consumers in small and large communities in Ontario, and
>
> - the positive net impact on jobs in all sectors of Ontario industry.
>
> In order to avoid major disruptions in the international trucking market and give existing carriers time to adjust, the Ontario Highway Transport Board may give consideration to limiting the scale of a new operation through the imposition of temporary fleet restrictions.
>
> Such operating authorities shall be temporary in nature and subject to re-examination under the new regulatory regime.

APPENDIX 'A'


CHAIRMAN ONTARIO HIGHWAY TRANSPORT BOARD 01
Ontario
Ministry of Transportation and Communications
CHART No. 06-0010
TO CHART NO. 06-0001
ONTARIO HIGHWAY TRANSPORT BOARD
POSITION: MINISTER
SECRETARY TO CHAIRMAN 02
VICE-CHAIRMAN 05
SECRETARY TO VICE-CHAIRMAN 06
MEMBER OF BOARD 07
SECRETARY TO MEMBER OF BOARD 09
MANAGING DIRECTOR 20
MANAGER OFFICE OF PROCEEDINGS AND SECRETARY 22
SUPERVISOR OF COURT CLERKS 24
COURT CLERK 26
CASE REVIEW AND INFORMATION OFFICER 27
CASE REVIEW CLERK 30
PROGRAM ADVISOR 34
TARIFF INFORMATION OFFICER 36
MANAGER ADMINISTRATIVE SERVICES 40
GROUP LEADER TYPISTS 42
SENIOR TYPIST 44
TYPIST 46
GAZETTING CLERK 48
RATE CLERK TYPIST 50
SUPERVISOR OF CLERKS 54
GROUP LEADER FILING 56
FILING CLERK 58
RATE FILING CLERK 60
OFFICE CLERK & RECEPTIONIST 62
RECORDS AND STATISTICS CLERK 64
POSITION TITLE 04
POSITION CODE No.
CHART COMPLEMENT
RECOMMENDED
CHAIRMAN
RECOMMENDED
DIRECTOR OF PERSONNEL
APPROVED
MINISTER
APRIL 1, 1980

APPENDIX 'B'

BOARD POLICIES AND PROCEDURES

Policy Statements

Continuing its practice of publishing formulated policy, Board Policy Statements issued to date are as follows:

No. 001/7809029 (cancelled and superseded by Policy Statement No. 004/79-8-2)	Renewal of licence under the Public Commercial Vehicles Act.
Effective date:	September 29, 1978
No. 002/79-2-1	Adjournment of Hearing.
Effective date:	February 1, 1979
No. 003/79-5-14	Admissibility as evidence of photocopies and microfilm prints.
Effective date:	May 14, 1979
No. 004/79-8-2	Renewal of a public commercial or public vehicle operating licence.
Effective date:	immediate
No. 005/79-9-7	Recording of hearing proceedings.
Effective date:	September 7, 1979
No. 006/79-9-7	Transfers and temporaries.
Effective date:	September 7, 1979
No. 007/79-9-7	Cancellation of interim licence of adjournment of hearing.
Effective date:	September 7, 1979
No. 008/79-11-19	Expanded use of Section 8 proceedings.
Effective date: (amended by Policy Statement No. 012/81-1-1)	immediate
No. 009/80-1-14	Hearing procedures for applications for Class 'R' operating licence.
Effective date:	immediate
No. 010/80-9-4	Complementary authorities.
Effective date:	Draft for discussion purposes – no implementation date.
No. 011/8 -9-30	Distribution of notices of decision.
Effective date:	immediate
No. 012/81-1-1	Amendment to Policy Statement No. 008/79-11-19. Expanded use of Section 8 proceedings.
Effective date:	January 1, 1981
No. 013/81-6-25	Complementary authorities.
Effective date:	immediate
No. 014/81-9-16	Filing of Notices of Objection.
Effective date:	September 16, 1981

No. 015/81-12-2 Effective date:	Change of name of licence holders P.C.V. operating licences. immediate
No. 016/81-12-2 Effective date:	Issuance of summonses. December 2, 1981
No. 017/82-6-22 Effective date:	Commercial motor vehicle lease approval. July 1, 1982
No. 018/82-12-22 Effective date:	Metrication of weight, size and distance in applications. December 22, 1982
No. 019/83-1-31 Effective date:	Metropolitan Toronto commercial zone. immediate
No. 020/83-3-23 Effective date:	Procedures for issuing non-permanent authorities. May 30, 1983
No. 021/83-4-14 Effective date:	In-transit authorities. immediate
No. 022/83-6-27 Effective date:	Applications received after June 21, 1983. immediate
No. 024/83-8-16 Effective date:	Form of headings for orders, certificates and reports. August 22, 1983
No. 025/83-8-18 Effective date:	Requests for adjournments. immediate
No. 026/83-10-5 Effective date:	Listings for the Ontario Gazette. immediate
No. 027/84-4-26 Effective date:	Scheduling of Hearings. immediate
No. 028/84-11-19 Effective date:	Applications for interim and temporary operating licences. December 1, 1984

Policy Statements published by the Board during the period January 1 – December 31, 1984, are appended to this report.

APPENDIX 'B-1'

027/84-4-26

POLICY STATEMENT

Item: SCHEDULING OF HEARINGS

Objective: To outline Board policy with respect to the scheduling of hearings.

Policy: Applications will be listed in such a manner that, dating from the date in the Ontario Gazette each applicant will be heard in sequence unless a request is made by the applicant or his counsel for a date that is later than the strict adherence to our schedule would permit.

The only exception to this rule will be where the Board decides a specific application or applications should be heard on the basis of a priority that alters this sequence and the files should contain a memo explaining why this diversion from the norm has been recommended.

Effective date. immediate.

APPENDIX 'B-2'

028/84-11-19

POLICY STATEMENT

Item: APPLICATIONS FOR INTERIM AND TEMPORARY OPERATING LICENCES

Objective. To state Board policy.

Policy: Each application for an interim and a temporary operating licence shall require an affidavit from each applicant covering the following:

1. is there any currently licensed carrier available and capable of providing the service you are applying for?
2. has this carrier, if any, been requested to provide the service covered in your application?
3. if not requested, why?
4. if requested, on what basis?

The applicant's affidavit is of course in addition to the affidavits of the shippers described in Policy Statement No. 020/83-2-23.

Effective date: December 1, 1984.

APPENDIX 'C'

THE ONTARIO HIGHWAY TRANSPORT BOARD

REVENUE

January 1st to December 31st, 1984

Application Fees	$141,790.00
Court Costs	22,806.25
Tariffs (including copies)	55,562.00
Credits and U.S. Exchange	2,831.74
Miscellaneous	6,698.00
Gross Revenue	$229,687.99
Refunds and N.S.F. Cheques	3,777.99
Net Revenue	$225,910.00

APPENDIX 'D-1'

THE ONTARIO HIGHWAY TRANSPORT BOARD

APPLICATIONS RECEIVED

January 1st to December 31st, 1984

CLASS	
Public Commercial Vehicles Act	
A	191
C	50
D	770
E	13
F	37
FF	2
FS	22
H	64
K	28
L	0
R	720
T	81
W	31
Y	43
	2052
Public Vehicles Act	
PV	198
PVS	160
	358
Motor Vehicle Transport Act (Canada)	1527
Total	3937
Public Vehicle Tariffs	69

APPENDIX 'D-2'

THE ONTARIO HIGHWAY TRANSPORT BOARD

APPLICATIONS PROCESSED

January 1st to December 31st, 1984

CLASS	TOTAL	GRANTED	DENIED	# of CASES OPPOSED	# of RESPONDENTS
A	130	126	4	26	120
C	46	44	2	10	70
D	633	595	38	101	225
E	14	13	1	2	2
F	34	33	1	3	9
FF	–	–		–	–
FS	19	19	–	–	–
H	38	34	4	17	49
K	24	23	1	8	27
L	22	22	–	–	–
R	651	548	103	10	18
T	72	66	6	8	16
W	22	21	1	2	5
Y	50	50	–	–	–
PCV'S	1755	1594	161	187	541
PV	134	108	26	43	135
PVS	127	126	1	3	7
PV'S	261	234	27	46	142
Goods	1048	964	84	133	442
Freight Forwarders	2	2	–	–	–
Passengers	88	83	5	16	70
MVTA'S	1138	1049	89	149	512
TOTAL	3154	2877	277	382	1195

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Tariffs	9	15	4	3	16	8	11	11	7	-	2	4	90
Reasons for Decision	4	14	9	6	16	14	5	6	5	7	8	12	106
Applications Withdrawn	21	51	51	20	56	39	17	57	37	28	46	24	447
Telegrams	40	89	85	68	81	98	100	90	70	65	52	33	871

APPENDIX 'D-3'

THE ONTARIO HIGHWAY TRANSPORT BOARD

BOARD DECISIONS – AFTER PUBLIC HEARING FOR THE YEAR 1984

CLASS	TEMPORARIES/INTERIMS			LICENCE APPLICATIONS			TRANSFERS	
	Applications	Denied	Granted	Applications	Denied	Granted	Shares	Licences
A	–	–	–	32	2	30	–	2
C	–	–	–	10	1	9	–	2
D	3	–	3	134	16	118	–	2
E	–	–	–	2	1	1	–	–
F	1	–	1	4	–	4	–	–
FF	–	–	–	–	–	–	–	–
FS	–	–	–	–	–	–	–	–
H	–	–	–	18	3	15	–	1
K	–	–	–	8	1	7	–	–
L	–	–	–	–	–	–	–	–
R	5	1	4	301	78	223	–	–
T	–	–	–	20	4	16	–	–
W	–	–	–	5	1	4	–	–
Y	–	–	–	1	–	1	–	–
PCV'S	9	1	8	535	107	428	–	7
PV	2	–	2	48	17	31	–	1
PVS	–	–	–	4	–	4	–	4
PV'S	2	–	2	52	17	35	–	5
PCVX	4	–	4	180	35	145	1	6
FFX	–	–	–	1	–	1	–	–
PVX	–	–	–	16	5	11	–	–
MVTA'S	4	–	4	197	40	157	1	6
TOTAL	15	1	14	784	164	620	1	18

APPENDIX 'D-4'

THE ONTARIO HIGHWAY TRANSPORT BOARD
OUT OF TOWN AND JOINT PROVINCIAL HEARINGS
held January 1st to December 31st, 1984

APPLICATIONS HEARD

Month	Location	Number	Adjourned	Granted	Denied	Withdrawn
January	St. Catharines	1	–	–	1	–
	Niagara Falls	2	1	1	–	–
	Sarnia	3	–	1	–	2
	Kitchener	1	–	–	1	–
	Ottawa	12	1	8	–	3
	London	6	–	6	–	–
February	Brantford	1	1	–	–	–
	St. Catharines	2	–	1	1	–
	Barrie	2	–	–	2	–
	Hamilton	2	–	2	–	–
	London	1	–	1	–	–
	Windsor	4	–	1	–	3
March	Windsor	9	–	7	--	2
	Owen Sound	5	2	2	–	1
	Kitchener	10	–	9	1	–
	London	10	–	7	1	2
April	Hamilton	11	–	5	5	1
	London	8	3	2	–	3
	Peterborough	6	–	3	2	1
	Niagara Falls	2	–	2	–	–
	Kingston	1	–	–	1	–
	Kitchener	2	–	1	1	–
	Ottawa	34	1	22	10	1
	Dryden	6	–	5	1	–

APPLICATIONS HEARD – cont'd.

Month	Location	Number	Adjourned	Granted	Denied	Withdrawn
April cont'd.	Fort Frances	5	–	5	–	–
	Thunder Bay	13	–	10	1	2
	Sault Ste. Marie	6	1	3	2	–
	Simcoe	1	–	1	–	–
	Sudbury	12	–	5	5	2
May	London	3	–	2	1	–
	North Bay	10	–	5	4	1
	Timmins	8	1	6	–	1
	Kapuskasing	8	–	6	1	1
	Cambridge	1	–	1	–	–
	St. Catharines	1	1	–	–	–
	Brockville	1	–	1	–	–
	Sudbury	8	5	1	–	2
	Pembroke	2	1	1	–	–
June	Innisfil	4	–	3	1	–
	Welland	2	2	–	–	–
	London	2	2	–	–	–
July	Niagara Falls	2	1	–	–	1
	Windsor	7	3	2	–	2
	London	8	7	–	–	1
	St. Catharines	1	1	–	–	–
	Sudbury	4	4	–	–	–
August	Terrace Bay	1	1	–	–	–
	Pembroke	1	–	–	1	–
	Belleville	2	1	–	–	1
	Hamilton	1	–	1	–	–

APPLICATIONS HEARD – cont'd.

Month	Location	Number		Adjourned	Granted	Denied	Withdrawn
September	Brantford	2		1	–	1	–
	Dryden	3		–	3	–	–
	St. Catharines	2		–	1	–	1
	Niagara Falls	2		1	–	–	1
	Thunder Bay	10		2	6	1	1
	Haileybury	1		1	–	–	–
	Owen Sound	4		–	1	2	1
	Barrie	1		1	–	–	–
	Sault Ste. Marie	3		–	2	–	1
	Sudbury	8		3	5	–	–
	North Bay	6		–	4	1	1
	London	5		4	1	–	–
	Timmins	5		–	4	1	–
	Ottawa	1	JOINT HEARING	1	–	–	–
	Kapuskasing	5		–	3	1	1
	Kitchener	14		2	10	1	1
October	Ottawa	45		11	21	10	3
	Montreal	1		1	–	–	–
	Kitchener	1		1	–	–	–
	London	20		6	9	2	3
	Sarnia	4		3	–	–	1
	Windsor	9		4	3	1	1
	Hull	1		1	–	–	–
November	Montreal	1		1	–	–	–
	Kitchener	1		–	–	1	–
December	Stouffville	1		1	–	–	–
TOTAL		411		85	212	65	49

APPENDIX 'D-5'
THE ONTARIO HIGHWAY TRANSPORT BOARD
BOARD DECISIONS – WITHOUT PUBLIC HEARING
FOR THE YEAR 1984

CLASS	TEMPORARIES/INTERIMS			LICENCE APPLICATIONS			TRANSFERS		
	Applications	Denied	Granted	Applications	Denied	Granted	Applications	Shares	Licences
A	12	2	10	72	–	72	12	5	7
C	4	1	3	24	–	24	6	1	5
D	112	22	90	332	–	332	50	8	42
E	2	–	2	5	–	5	5	–	5
F	5	1	4	13	–	13	11	–	11
FF	–	–	–	–	–	–	–	–	–
FS	2	–	2	7	–	7	10	–	10
H	3	1	2	9	–	9	7	–	7
K	4	–	4	10	–	10	2	1	1
L	4	–	4	18	–	18	–	–	–
R	99	24	75	49	–	49	197	1	196
T	12	2	10	35	–	35	5	1	4
W	3	–	3	11	–	11	3	–	3
Y	9	–	9	40	–	40	–	–	–
PCV'S	271	53	218	625	–	625	308	17	291
PV	34	9	25	27	–	27	22	2	20
PVS	20	1	19	52	–	52	47	–	47
PV'S	54	10	44	79	–	79	69	2	67
PCVX	237	49	188	563	–	563	57	23	34
FFX	–	–	–	1	–	1	–	–	–
PVX	6	–	6	60	–	60	6	4	2
MVTA	243	49	194	624	–	624	63	27	36
TOTAL	568	112	456	1328	–	1328	440	46	394